NEW PUBLICATIONS.

KING SHAM. By E. N. Greenleaf, Hurd & Houghton, Philadelphia Agents, J. B. Lip-Houghton. pincott & Co.

A collection of poems intended to be satirical can generally be accomplished without a dead failure resulting. A collection of poems attempting to be witty is rarely a success. The present volume is a combination of these two varieties. The witty ones are vapid. They are full of that meanest of all forms of witpuns. The satirical or misanthropic portion is much better, and really has several good hits. Probably the following lines are the best of its contents:-

"How many a rich man of our goodly land, Grasped tight his hoarded gold with clenched

In valu distress and want approached his door o crave a pittance from his countless store; n vain the poor beseeched, in vain they plead-But mark the sequel when the man was dead: His will was opened, and, as there recorded, tich institutions got the gold he hoarded. The papers praised his noble heart and mind generous deeds (that is, the ones he signed)! His kind consideration for the poor (He didn't overload their stomachs, sure)! His splendid charitles (when he was dead)! This, and much more, the smiling skeptic read, Alive, no man was ever more despised.

Alive, no man was ever more despised, He died—how soon a saint was canonized!" THE NEW TESTAMENT HISTORY. By William Fmith, LLD. Harper & Brothers. Philadelphia Agents: Claxton, Remsen & Haffelfinger,

A field for historical research, often gleaned before, is that presented in the New Testament narrative. A curious intermixture of the miraculous with the historical is therein afforded. It is not as if the works of Christ were separate, and his stay on earth distinct from cotemporaneous events. But while He was here, history of a secular nature was being formed, as it ever is, and a curious blending of the two gives a sort of accompaniment to the Scriptures in the state of the history of the Roman Empire, which was cotemporaneous. To intertwine the two into a consistent and clear narrative, is a task difficult, but most entertaining and instructive. This has been attempted by Dr. Smith, and his profound research has secured for his labor a decided success. He gives us both a secular and a religious history of the days of Christ; the two combined into a narrative which possesses real interest both to the general scholar and the religious student. We have read his work with great satisfaction, it having conveyed to our minds a most pleasing idea of the course of history outside of the life of Christ, and that with which it was so intertwined, than any other that we have seen. It is replete with excellent engravings, and is well printed. It contains an immense amount of reading matter, and is adapted to schools and colleges in the edition now before us.

CAPE COD AND ALL ALONG SHORE STORIES. By Charles Nordhoff, New York: Harper & Brothers. Philadelphia Agents: Claxton, Remsen & Haffeifinger.

Mr. Nordhoff, having published his stories in Harper, has come to the conclusion that they deserve a more enduring space, and has consequently put them into book form. We think that the author acted wisely in doing so. His tales have all of them a purity of style and a freshness which cannot but cheer the old as well as the young. We have read them with great interest. Taking as they do of the happy combination of simplicity and real power, they are read with an interest in the plot and an admiration for the diction. It is no enthusiasm when we say that there has seldom fallen under our notice a book of stories which we hold to be so worthy of presentation as the one before us.

A TREATISE ON THE METALLURGY OF IRON, By H. Bauerman, F. G. S. Virtue & Yorston New York, Philadelphia Agent, John Pen-nington & Son, No 127 South Seventh street.

We have received from John Pennington & Son a copy of a work which, to Pennsylvanians generally, has few rivals, from the importance of the subject of which it treats. It is an exceedingly able treatise on the metallurgy of iron. With all the characteristic industry of the Germans, Dr. Bauerman in vestigates iron in all its shapes. He is tho rough in his examination. The whole history of the metal is searched, the uses it is put to, the forms it assumes, the mining peculiarities which it exhibits, all are laid before the reader. Not only does he put in words his views, but he also gives admirable drawings which illustrate to the eye the peculiarities which he is endeavoring to make plain. To the treatise is appended another valuable paper. It is the result of the operation of Abram S. Hewitt, United States Commissioner, on the "working and manufacture of steel." The two are of rare merit, both because of the high authority which the writers are universally acknowledged to be, and because they are of direct importance to one of the greatest of our local interests. We have no doubt but that it will be used as a standard work, and immediately take a high rank in the library of practical scientific

CRUISE OF THE DASHAWAY.

DOLLY DINGLE AT HOME.
Ursing Down,
Lee & Sheppard, Boston, Philadelphia agent:
G. W. Pitcher.

The three works above are delightful charming works, issued from the presses of Lee & Sheppard. They are all of them emi. nently calculated to please the younger portion of the community. Full of adventure, original in the nature of the stories which they depict, abounding in pleasing incidents, and at the same time not partaking in the least of the sensational, they will be welcome additions to the libraries of many of our young friends. G. W. Pitcher has them for sale.

HORINSON CRUSOR, IN WORDS OF ONE SYLLA By Mary Godolphin, O. S. Fell, G. W.

Pitcher, Philadelphia Agent.

The work before us is a literary curiosity, and one which we have read as a curiosity with great pleasure and astonishment. It is a work of some 100 pages, yet with the exception of the name Robinson Crusoe and Friday, there is not in it, from first to last, a single word of more than one syllable; yet it makes good gense, and gives all the details of Crusoe's life in excellent style and diction. As a literary phenomena, we recommend it to phy-

GUIDE TO THE MEDICINE CHEST, by a Physician, Wyeth & Brother, Philadelphia.

For many years the publishers of this work have been engaged in the business of practical druggists, and having a large custom, have necessarily became familiar with the uses and abuses of the medicine chest. They have deemed that it would be of interest and of real value if their experience should be put down on paper and placed in a book form. The little book before us is the fruit of their labor. It is a most admirable little directory as to the every-day wants of people. Among many of the deeper systems of medicine, it treats plainly of the every-day wants of the people, and is reliable and comprehensive. It will have a large sale.

WE have received another of the elegant green edition of Bulwer's Works, which is in course of publication by J. B. Lippincott & Co. It contains "Paul Clifford." When completed few editions will be more valuable for beauty and excellent style of publication.

Popular Tales from Italy.

The following tales were communicated, in the first instance, to Dr. H. Grimm, of Berlin, by a young Neapolitan, who served as a model to the painters at Rome. Dr. H. Grimm sent the newly equired treasure to his uncle, the great Jaco Grimm, whose death in September, 1863, shortly he had received them, prevented their publication. The appearance, in the "Jahrbuch fur Romanische und Englische Literatur," of the Venetian tales, edited by Dr. Reinheld Kohler, and alterwards partially described in Ali the Year Round, having attracted the notice of Dr. H. Grimm, he sent another copy of his Neapolitan tales to Dr. Kohler, who makes them known through the same medium. These tales we give here, told in our own fashion, conceiving that while by their resemblance in principle to many popular stories of various countries, they may interest ethnologists, they will be found sufficiently novel in some of their details to entertain the reader who merely seeks amusement.

Three brothers, the two eldest of whom hated the youngest with an intensity consistent with that state of natural feeling which we find represented in so many fairy tales, mustered sufficient friendship to go out for a day's shooting. Of course, they lost their way in a wood, and of course the office of climbing a tree, and endea-voring to ascertain their whereabout, devolved upon the youngest. A palace, splendidly illuminated, presented itself to his gaze, and thither they directed their steps. The knocks which they inflicted with their guns upon the door rought no response, so they made an entrance by main force, and found a large empty hall, in hich there was a well-spread table with three plates, three goblets, and as many chairs. They naturally availed themselves of an opportunity o inviting, and, when they had feasted sufficiently, took their rest in an adjoining chamber, which was furnished with three beds. The two eldest, like dolts, as they were, went fast asleep the youngest, with the prudence proper to num

ber three, kept wide awake.

When they had all risen in the morning, the eldest agreed to remain in the palace, and cook the dinner, while the other two went out with their guns. While alone, occupied with his useful duties, he received a visit from a mau of gigantic stature, who seemed by no means gratified to find him making himself so comoletely at home, and told him he would give him as many blows with a eudgel as there are days in the year. This was no empty menace. The giant thrashed the intruder with arithmetical precision, and then conveniently retired. Being of a reserved disposition, the eldest brother, on the return of the rest, did not find it expedient to describe what had happened, but attributed the paleness, naturally produced by the three bundred and sixty-five blowr, to an illness with which he had been attacked in the

course of the day.

The second brother, who kept house on the day following, found himself in the same post tion as the eldest, with this variation of detail, hat he received blows equal in number to th days in two years. He, likewise, when his brother returned, ascribed his pateness to an indisposition; but, rightly suspecting that the eldest had been initiated into the private manners and customs of the castle, he tavored him with a wink, which the youngest, ever 'cute,

did not fail to observe,
As the sharp third had, however, listened attentively when his brothers, supposing him to be asleep, had confessed their sufferings to each other, he was well primed with information when his turn arrived for keeping house, and he received the regular visit from the giant, That huge spectmen of humanity, increasing his vindictiveness by the law of arithmetical gression, proposed to chastise the third delinquent with a number of blows equal to that of the days in three years; but the youth boldly answered hun that he himself must prepare to receive as many blows as there are days in six The giant changed the subject by remarking that he was taller than the defiant youngster; but the latter refuted the assertion by standing on a chair. Whether the giant failed to detect the rude artifice, or whether he scorned to imitate so paltry a device, we cannot say. Certain it is that, by merely stretching his neck, be overtopped the small braggart, who, to maintain his ascendency, was forced to mount from the chair to the table. Still the elongation of neck continued; and though by setting the chair on the table, the youth secured for himself a pedestal more elevated, the glant did not desist, but vigorously went on augmenting the distance

between his bead and his shoulders. Now, the position which is readered familiar modern eyes by the figure of a clown in the inerant Fantocinni, however convenient it timerant might be for a short person watking to a crowd or standing in a theatre at the back of a crowded it, is anything but suitable to the purpose of self-defense. So, when the glant's neck was at found no difficulty in striking giant's head with his cutiass. When he had afterwards bewed the body into pieces and flung them into a well, his victory was com-

To his brothers, when they came back, he erpressed a wish to descend into the well at once; isstening himself to a cord, to which ell was also attached, requested them to let him down, warning them that it, after three days, the bell gave no sound, they might fairly consider him dead. Here was a case in which he might count on their compliance, and they cheerfully granted his request; though they knew no more than we curselves what he could possibly want at the bottom of a strange

well. We may suppose that he was guided by a cor-rect instenct, for when he had reached the bot-tom of the well, he found himself in a large meadow, richly adorned with flowers, and somewhat disugared by the presence of an ugly old won an, who sat by a tire boiling a caldron. To the young man's question as to the purpose of er occupation, she replied that her son been out to pieces, and that she intended to restore him to life by boiling him in the caldron. Perceiving at once that the dismembered son could be no other than the giant, the youth preented the old lady from carrying out her kindly purpose by suddenly pushing her into the cal-

dren and boding her to death.
This virtuous act performed, a short walk across the meadow brought our adventurer to a paisce, at the gates of which he knocked, but was informed by a lovely damed, who appeared at the window, that, if he entered, he would be devoured by two serpents; she added that her magician, was at home and in bed, and that he likewise could eat human flesh. Of these little difficulties the youth made short He struck off, first the heads of the ser pents, then the head of the magician, and finally consted a portion of each for his dinner. The magician's widew, who had been carried off against ber will, was so highly delighted with him that she wished to accompany him; but he declined the ofer, and she therefore gave him a ring for keepsake. A second palace, in which the found another lady, who gave bim a handkerchief, another magician in bed, and two

Hone and where he killed and partially ate the

ligra, and the mag cian, we may has over, and

follow him to a third palace, where the victims were a third mag cian and two tigers, and where there was a lady more beautiful than the second, who was herself more beautiful than the

first; though, as they were slisisters, there was a strong family likeness between them.

Accompanied by the third and most exquisite branty, who presented him with a costly jewel, the youth retraced his steps, picking up the other two sisters ion his backward route, until he was once more at the bottom of the well. Here he rung the bell, and attached to the rope the least lovely sister, who, however, was quite handsome enough to cause a fray between the two brothers when they had drawn her up. The similar ascent of the second and then of the third sister varied the object of the fray, but it still continued. As for the third brother, who remained at the bottom, he felt so doubtful as to the probable manner of his reception, that when the rope was about to rise for the fourth time, he fastened to it a heavy stone, in lieu of his own sweet person. The result proved that his cautton had not been superfluous, for when the stone had risen about half-way, the brothers let go the rope, and it fell with a heavy sound, im-pressing them with the pleasant but false belief

that they had committed fratricide.

Not knowing what to do next, the solitary youth began to rub the jewel given to him by the third lady, and it immediately asked him what he required? His first wish, which was simply to leave the well, was modest enough; but the second, which he expressed after the first had been granted, showed a somewhat covetous disposition, imagmuch as it was to be the most handsome, learned, valuant, and clever person who had ever lived in the world. Baised to this standard of excellence, the youth, travel-ling anew, came to the kingdom goveraed by the royal father of the three young ladies, but could find no lodging in the principal city, so great was the throng that had been gathered together by reason of the approaching marriage of his brothers with two of the king's daughters. Fortunately, a hospitable cobbler allowed him to rest in his shop warning him at the same time that he could give him no breakiast; time that he could give him no breakiast; whereupon the youth, by a rub on the jewel, summoned a great dog, whom he instructed to enter the palace, and upset the breakfast table. His instructions were punctually followed, the king being so much incensed that—what?—he ordered the guard not to allow the dog to pass

on any future occasion.

On the following day, however, the royal breakfast table was upset by another dog, stronger than the first. This was traced by the guard to the residence of the cobbler, who would have been immediately dragged off to prison had not the youth stepped forward and declared that he himself was the owner of the intrusive animals.

"To the gallows with him!" naturally exclaimed the king, when the owner of the dogs was brought to the palace; but when his first outbreak was over, he was considerate enough to grant the prisoner's modest request for permission to speak a few words.

'Whose ring is this?" cried the youth, avail-ing himself of his opportunity. "Mine!" shricked the shortest of the prin-

cesses. "And who claims this ring?" "I do!" shricked the one of middling stature. "And who gave me this jewel?"
"I did," replied the third and tallest princess,

because you freed me from the conjuror."
Thus truth came to light, and we have only to record that the youngest brother married the handsomest princess, and that his two seniors were hanged .- All the Year Round.

-The Journal des Connaissances Medicales states that on the 1st of January, 1868, Europe could boast 102,061 miles of railways; and that for all the five parts of the world, the grand total is 162,500 miles. This length would be sufficient to encircle our globe twice round the equator, and as many times round a meridian provided with the necessary complement of polar and tropical parallels; and it has taken less than fifty years to form this immense iron girdle, the end of which the next generation is not likely to see.

-Dr. Beecher says, "War is God's method of spanking nations."

-Rossini and Bagier are enticing Alboni to reappear on the stage.

-Mrs. Lander has a new "Marie Antoinette."

LEGAL NOTICES.

TN THE ORPHANS' COURT FOR THE CITY IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

HACKER, miners.

The Andlior appointed by the Court to andit, settle, and adjust the first and final account of JERE-MIAH L. BUTCHINSON, guardian of MARTHA HACKER, FRANCIS HACKER, and THOMAS L. HACKER, minor children of ISAAC HACKER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties the hands of the accountant, will meet the parties interested for the purpose of his appointment, on THURSDAY, August 27, 1868, at 11 o'clock A, M, at his office, No. 707 SANCOM Street, in the City of Philadelphia.

D. F. MURPHY,

RAILROAD LINES, NORTH PENNSYLVANIA BAILROAD.

THE MIDDLE ROUTE,—Shortest and most prect line to Bethlehem, Easton, Allentown, Mauch hunk, Hazleton, White Haven, Wilkesbarre, Marketon, Carbon, Carb Mount Carmel, Pittston, Scranton Carbon-il the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT—ELEVEN DAILY TBAINS—On and after MONDAY, May 29, 1988.

Passenger Trains leave the New Depot, corner of BERES and A MERICAN streets, daily (Sundays excepted) as follows:— At 646 A. M.—Accommodation for Fort Wash-At 6'46 A. M.—Accommodation for Nort Washington.

At 7'46 A. M.—Morning Express for Bethlehem and Frincipal Stations on North Fernisyivants stallroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Rallroads for Easton, Alteriows, Catasauqua, Blatington, Mauch Chunk Wentherly, Jeanesville, Haziston, Mauch Chunk Wentherly, Jeanesville, Haziston, and all points in Lehigh and Wyoming Valleya also in connection with Ichigh and Myoming Valleya also in connection with Ichigh and Middle and Mahanoy Baliroad for Mahanoy City; and with Catawissa Rallroad for Rupert, Danville Millen, and Williamsport. Arrive at Manch Chunk at 12'05 A. M.: at Wilkenbarre at 3'2. M.; at Mahanoy City at 2'f. M.; Passengers by this train can take the Lehigh Valley Train, passing Bethichem at 11'55 A. M. for ey Train, passing Bethlehem at 1155 A. M. for ica, and points on New Jersey Central Railroad Ession, and points on New Jersey Central Bailroad to New York.

At \$35 A, M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove. Battoro and Harsville, by this train take Stage at Old York Road.

At 1070 A, M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 145 P, M.—Lehigh Valley Express for Bethlehem, Allestown, Masch Chunk, White Haven, Wilkesbarre, Harleton, Mahanoy City, Centrails, Shroandoah, Mt. Carnel, Pittaton and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 235 P, M.—Accommodation for Iboylestown, stopping at all intermediace stations.

At 515 P, M.—Lehigh and Sosquehama Express for Bethlehem, Easton, Alientown, Mauch Chuck, Wilkesbarre, and Scranton. Passengers for Greenvilletage this train to Quakertown, and for Samneytown to North Wales.

will of take this train to quarertown, and for Summey-lown to North Wales,
At 415 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove. Hathoro, and Hartaville take
stage at Ablogton; for New Hope at Doylestown,
At 509 P. M.—Through accommodation for Hetalebent and all stations on mais line of North Pennsylvanish Railroad, connecting at Rethiebens with Le is Railroad, connecting at Jan Valifoad, connecting at Reinlenen with Le-las Valley Lehigh and Susquehanna Evening Train of Eszton. Allentown, Mauch Chunk. At 820 P. M.—Accommodation for Lansdale, stop-ling at all intermediate stations. At 11'80 P. M.—Accommodation for Port Washing. TRAINS ARRIVE IN PHILADELPHIA, om Betblehem at 900 and 1105 A. M., 200 and P. M. JG A. M. and 200 P.M. Trains makes difect connec-with Lahigh Valley and Lebigh and Susquenauna is from Easton, Scranton, Wilkesbarre, Mahony

trains from Easton, Scranton, Wilkesbarre, Mahony Cits, and Hazleton.

Inhangers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:05 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Fort Washington at 9:30, 10:45 A. M. and 1

P. M. ON SUNDAYS.

Philadelphia for Bothlehem at 930 A. M.
Philadelphia for Doylestown at 230 P. M.
Loylestown for Philadelphia at 730 P. M.
Bethlehem for Philadelphia at 430 P. M.
Pith and Sixth Streets Passenger Cars convey passengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the

depot.
Thekels must be procured at the Ticket office, in order to secure the lowest rates of fare.
Tickets sold and Hangage checked through it prin rem Office, No. 100 a. Fifth Street,

RAILROAD LINES.

PUADING RAILROAD.—GREAT TRUNK Pennsylvania, the Schoyikii, Sanquehana, Cumberland, and Wyoming Vatleys, the North, North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1885, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—MORNING ACCOMMODATIONS.—At 7:30 A. M. for Reading and all intermediate stations, and Allen lown.

for Reading and all intermediate stations, and allen town.

Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EXPRESS, —At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Iamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falia, Buffalo, Wilkesbarre, Pitason, York, Carlisle, Chan-bersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8:18 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Chinton with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc., at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquebanna trains for Northumberland, Williamsport, York, Chan-bersburg, Pinegrove, etc.

AFTERNOON EXFRESS, — Leaves Philadelphia at 3:30 P. M. for Reading and Columbia Railroad trains for Columbia, etc., Connecting with Beading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION,—Leaves Potts-POTTSTOWN ACCOMMODATION, -Leaves Potts

READING ACCOMMODATION-Leaves Reading RFADING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations: arrives in Philadelphia at 16 15 A. M.
Returning, leaves Philadelphia at 515 P. M.; arrives in Reading at 845 P. M.;
Trains for Philadelphia leave Harrisburg at 810 A. M., and Potteville at 846 A. M., arriving in Philadelphia at 1 P. M., atternoon trains leave Harrisburg at 255 P. M., and Pottsville at 246 P. M.; arriving at Philadelphia at 645 P. M.

Philadelphia at 245 P. M.; arriving at Philadelphia at 245 P. M.; arriving at Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Marke train, with a Passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and an Way Stations: leaves Pottsville at 7 A. M. for Philadelphia and an other Way Stations.

All the above trains run daily, sundays excepted. Sundays trains leave sometime at 3:40 A. M., and Polladelphia at 3:50 A. M., cave Philadelphia for Seading at 8:50 A. M.; resurning from Boading at 4:25 P. M. P. M.
CHESTER VALLEY RAILROAD.—Passengers for Lowellegtown and intermediate points take the 7-20 A. M., 1243 and 4-30 P. M. trains from Philadelphia, returning from Downingtown at 5-30 A. M., 120, and 2-35 P. M.

PERKIOMEN RAILROAD, -Passengers for Collegeville take 7:30 A. M. and 438 P. M. trains from Philadelphia, returning from Collegevillent 827 A. M. and 149 P. M. Stase lines for various points in Perand 149 P. M. Stape lines for various points in Perkiomen Valley connect which trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9.A M., 5.00 and 5.00 P. M., passing Keading at 1.A M., 170 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williams port, Elimira, Battmore, etc.

Keturning, Express Train leaves Harrisburg, on arrival of Penns, lyadia Express from Pittsburg, at 3 and 5.25 A. M., 935 P. M., passing Reading at 4.39 and 706 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5.00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Meli train for New York leaves Harrisburg at 8·10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

A. M. and 2 95 P. M. Man Mand M. New York at 12 Noon.
ECHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6 45 1126 A. M., and 6 40 P. M., returning from Tamaqua at 8 35 A. M. and 2 15 and 4 85 p. M. SCHUYLKILL AND SUSQUEHANNA RAIL RCAD, Trains leave Auburn at 735 A. M. for Pine-grove and Harrisborg, and at 12:15 P. M. for Pine-grove and Transcott; returning from Harrisburg at 320 P. M., and from Tremont at 7:40 A. M., and 5:25 P. M. and from Tremont at 7:40 A. M., and 5:25

P.M. TICKETS.—Through first-class tickets and emi-TICKETS.—Inrodge first-class tickets and emigrant tickets to all the principal points in the North and West and Canadst.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Merning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommodation Trains at

duced rates.
The following tickets are obtainable only at the The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 2478. Fourth street. Philadelphis, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms,

Mileage Tickets, good for 200 miles, between al points, at \$5250 each, for families and firms,

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at raduced rates. rates.
Ciergymen residing on the line of the road will be

Clergymen residing on the line of the road will be furnamed with cards, entiting themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturdsy, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Erkicight.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Erkicight.—Station leave Philadelphia daily at 435 A. M., 1245 neon, 360, and 6 P. M., for Reading Lebanon. M., 1245 noon, 300, and 6 P. M., for Rending, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points Mails close at the Philadelphia Post Office for all Malls close at the Philadelphia Post Office for all places on the road and its branches at 5 A, M., and for the principul stations only at 2 15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 B. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868. SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets tultry minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train. parture of each train.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders loft at No. 901 Chesnut street, or No. 116 Market street, will

receive attention. LEAVE DEPOT, VIZ:-dlacelphia Express..... ept Sunday. For this train tickets must be pro-ured and bagsage delivered by 5 to P. M., at No. 116 Market streets. ARRIVE AT DEPOT, VIZ :-

Cincinsal Express
Philadeli his Express
Paol: Accommodation. No. 1.

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN, AND Leave Philadelphia 6, 7, 8, 908, 10, 11, 12 A, M., 1, 2, 354, 454, 5, 554, 6 10, 7, 8 9, 10, 11, 12 P, M.
Leave Cermantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A, M., 1, 2, 4, 434, 6, 65, 7, 8, 9, 10, 11, 12 P, M.
The 8 20 bown Train, and 354 and 554 Up Trains will not stop on the Germantown Branch, GN SUNDAYS,
Leave Philadelphia 23, A.M., 2, 7, 1054 P, M.
Leave Germantown 85, A.M., 1, 6, 94 P, M.
CHESTNUT HILL BAILROAD.
Leave Philadelphia 3, 8, 10, 12, A.M., 2, 324, 534, 7, 9 and 11 P, M.

1 cave Chestnut Hill 7:10, 8, 9:40, and 11:10 A. M., 1:40 1 cave Chesinut Hair W. 5, 30, and 17 10 A. M., 140 S 40, 540, 640, 840 and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia 54 A. M. 2 and 7 P. M.

Leave Chesinut Hill 750 A. M. 1240, 540 and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 5, and 11 to A. M. 1%, 8, 45, 55, 62, sub and 11% P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 1%, 8, 1%, 6%, and 8% P. M. SUN BUNDAYS. Leave Philadelphis 9 A. M., 230 and 775 P. M.
Leave Philadelphis 9 A. M., 230 and 775 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
FOR MANAY UNK.
Leave Philadelphis 6.75; 9, and 1105 A. ... 134, 3,
43, 53, 03, 8 06, and 113; P. M.
Leave Manayunk 6 10, 736, 8 20, 936, and 1134 A. M.,
2,836, 5, 63, and 9 P. M. SUNDAYS.
Leave Philadelphis 9 A. M., 25 and 75; P. M.
Leave Manayunk 75, A. M., 6 and 25; P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD in beautiful fixyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic per ratio of families.

WM. W. HARDING, Publisher,

INO. MECHENNUT threat being Foorig

RAILROAD LINES.

1868 FOR NEW YORK, THE CAMDEN AND TRENTS NEW YORK, THE CAMDEN AND PHILADELPHIA AND TRENTS PROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT SPREET WHARF. A15-30 A. M., via Camden and Amboy Accommodation. \$2.28 A18 A. M., via Camden and Jersey City Kx-At 2 P. M., via Camden and Amboy Express. 800 At 6 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 8 30 P. M., for Freehold.
At 5 30 and 9 A. M., 2 and 8 30 P. M. for Freehold.
At 5 30, 8, and 10 A. M., 1, 2, 8 35, 450, 8, and 11 50
S. M. for Bordentown, Burilington, Beverly, and

P. M. for Bordentown, Burilington, Reverly, and Delanco. At 5:20 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence. At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.

At 5:30 and 10 A. M., 1, 5, 4:30, 5, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Palmyra, 2 P. M., for Edgewater, Riverside, Riverton and Palmyra, 2 P. M., for Riverton and 10:30 P. M., for Palmyra,

At 5:30 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M., for Fish House.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side),

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$5.

At 7 and 11 A. M., 2:30, 3:40, and 5 P. M., for Trenton and Bristol. And at 10:15 A. M., for Bristol.

At 7 and 11 A. M., 2:30, and 5 P. M., for Morrisvilles and Tullytown.

and 1918 A. M., 280, and 5 P. M. for Schences and Eddington
At 7 and 1018 A. M., 200, 4, 5, and 5 P. M. for Coruwells. Torrisdale, Holmesburg. Tacony, Wissingming. Bridesburg and Frankford, and at 8 P. M. for
Holmesburg and intermediate stations.
FROM WISST PHILADESPHIA DEPOT.

At 980 A. M., 1 20, 630, and 12 P. M. New York Express Lines, vis Jersey City, Fare \$3.25.
At 1 A. M., Enigrant Line, Fare, \$2.
The 930 A. M., and \$30 P. M. Lines will run daily.
All others, Sundays expected.

All others, Sundays excepted.
At 936 A. M., 120, 630, and 12 P. M. for Frenton.
At 930 A. M., 130, 630, and 12 P. M. for Briston.
At 19 P. M. (Night) for Morriville, Tailytowa,
Schenak's, Eddington, Cornwells, Torricals, Holmes,
burg, Tacony, Wissinoming, Brisesburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fifth threats, at Chemutairest, it infinites before departure. The cars on Market street Railway run direct to West Philadelphia Depot, Chesnus and Walnut within one square. On Sundays the Market street can will run to connect with the 5-30 A.M. and 6-30 P.M. lines.

BELVIDERE DELAWARE RAILROAD LINES. Atroo A. M. for Ningara Falls, Burklo, Dun Mek, Elmira, Ithaca, Oweso, Bochester, Binghamton, Os-wego, Syracose, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.

At 700 A. M. and 330 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The \$30 P. M. Line connects direct with the Train leaving Easton for Match Chunk, Allentown, Bethjehem, etc.

At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 518 P. M., for Merchanesville,
Moorestown Hariford, Masonville, Hains out, Moant
Bolly, Smithville, Ewansville, Vincentown, Birmingiam, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstewn, New Egypt, Hornerstown, Cream Rhige,
Imilaystown, Sharon, and Hightstown.

Fifty pounds of bagage only are allowed each passenger. Passengers are prohibited from taking anything as bagage but their wearing apparel. All baggage ever lifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond 9100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Bullato, Niagara Fails, and Shapension Bridge. and Suspension Bridge.

An additional Ticket Office is located at No. 828
Chesnat street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or holel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA, Whit leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer. ey City and Cam-den; at 670 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia,
From Pier No. 1 North River at 5'30 A. M. Accoommodation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER,
6 152 Agent.

Agent.

JIII.ADELPHIA, WILMINGTON AND BAL

TIMORE BA LLICOAD.

TIME TABLE,

commencing MONDAY, April 13, 1863. Trains will

leave Depot corner of BROAD Street and WASHingTON a venue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted)

for Enittmore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for

Criss-eld and Intermediate Stations.

Express Train at 12:00 M. (Sundays excepted) for Crispeld and Intermediate Stations.

Express Train at 12 00 M. (Sundays excepted) for Saltinore and Washington, stopping at Wilmington, Perryvills, and Havre-do-Grace. Connects at Wilminston with train for New Castle.

Express Train at 8:36 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elsten, Northeast, Charlestown, Perryvills, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run.

Night Express at 11:00 P. M. (Daily) for Baltimore and Washington, stopping at Perryvills and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Scanord, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South. roe, Norfolk, Portsmouth, and the South.

Fassengers for Fortress Mource and Norfolk via
Baltimore will take the 12.00 M. Train. Via Cristicid

WILMINGTON TRAINS. Stopping at all, stations between Philadelphia and Wilmington.
Leav: Philadelphia at 11:00 A. M., 2:30, 5:00, 7:03, and 1:30 (daily) P. M. The 5:00 P. M. Train connects with Delaware Raliroad for Harrington and Interwith Delaware Rairoad for Harrington and intermediate stations.

Leave Wilmington 700 and 8:10 A. M. (daily), 120
4:15, and 7:36 (daily) P. M. The 8:15 A. M. Train will
not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Bailmore 7:25 A. M., Way-Mail; 9:40 A. M.,
Express: 2:25 P. M., Express; 6:35 P. M., Express; 8:36
P. M., Express; 8:36
P. M., Express; 8:36
BUNDAY TRAIN FROM BALTIMORE,

SUNDAY TRAIN FROM BALTIMORE,

SUNDAY TRAIN FROM BADTIMORS, Leaves Baltimore at 855 F. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newara to take passengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chestor to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, South, west, may be procured at the Ticket Office, No. 828 CHRESNUT Street, under the Continental Hotel, where, also, state-rooms and bertlas in sleeping cars can be secured during the day. Persons purchasing lickets at this office can have their baggage checked. their residence by the Union Transfer Company 48 f H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE! CAMBEN AND ATLANTIC BAILROAD. SUMMER ARRANGEMENT. FIVE TRAINS DAILY TO ATLANTIC CITY,

On and after SATURDAY, July 4, trains will leave4'15 P. M. Special Excursion...

Sunday Mail Train to Atlantic, Fare to Atlantic, \$2. Bound trip tickets, good only

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are itsued, \$3.

The Philadelphia Local Express Company, No. 625
CHESNUT Street, will call for baggage in any part of the city and suburos, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 628 CHESNUT Street.

D. H. MUNDY, Agent, DHILADELPHIA AND ERIE BAILROAD .-SUMMER TIME TABLE.

Through and direct route between Philadelphia, Ealtimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

FLEGANTSLEEPING CARS on all Night Trains.
On and after MONDAY, May 11, 1888, the trains on the Philadelphia and Eric Rallroad will run as replayed.

follows:
Mail Train leaves Philadelphia...

" leaves Williamsport...

" arrives at Erie...

Eris Express leaves Philadelphia...

" arrives at Erie...

Elmira Mall leaves Philadelphia...

" leaves Williamsport...

" leaves Williamsport...

" arrives at Lock Haven...

Express arrives at Lock Haven...

Exarwand. 12 to no 8 to P. 10 05 A. ... 5'(0 A. M. ... 6'28 P. M. ... 7'45 P. M. hant Train leaves Erie.
Leaves Williamsport.
Leaves A Philadelphia.
Erie Express leaves Kris.
Leaves Williamsport. ...11'00 A. M ...10'15 P. M ... 7 10 A. M ... 7'40 P. M Mail and Express connect with Oil Creek and Alle-theny River California, Baggage checked through

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION | REBS, Nos 20 and 29 MARKET Street, or new of Blank street, Succession to Jenic R. Myste & LAIGE PEREMPTORY SALE OF 200 CARES BOOTS, SHOES TRAVELLES OF 200 CARES BOOTS, SHOES TRAVELLES OF BAGS ETC. On Fu-sday Morning. [8:12 to August 18, at the o'clock, on four mounths' ored);

LARGE POSITIVE SALE OF IRRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GRODS, On Thursday 2 oralog. Aug. 20 at 10 o'cl. ck, on four monins' credit. [*14 st

LARGE POSITIVE SALE OF CARPET NOS. 250
PIECES FLOOR OIL-CLOTHS, ETC.
August 21, at 11 of clock, as four toonths' credit, about 200 pieces ingrain, Venitism, flat. hence, cottegs, and ma carpetings. [8 15.54] C. D. McCLFES & CO. AUCTICNEERS

SALE OF 1800 CASES ROOTS, SHOP, BROGANS, BALLOURALS, STC.

OR THORSELS, BTC.

OR THORSELS, BTC.

August 29, as to o clock, we will sell by Catalogue, for Cash. 1600 cases Mall's, Bys', and Youth's Blots, Shoes, Brogans, etc.

Also, a superior safortment of Women's Mississ, and Children's Chymnede goods.

IPPINCOTT, SON & CO., AUCTIONELES, Asbaras Bellding, No 250 Market Servel.

FIRST LARGE POSITIVE SALE
OF SON LOIS AMERICAN AND IMPORTED DRY
GOODS, LINEN AND HOSERY GOODS AOTIONS, HOOFSKIRTS, ETC.
By Carlegne on Four Months' Credit.
August 19th 18cs, commencing at 10 o'clock. Included will be lourd a full asso timest of as acquable
goods worthy the attention of buyers.

815 32 M. THOMAS & SONS, NOS. 139 AND 14

MARTIN BROTHERS, AUCTIONEERS,-(Lately Selection for M. Thomas & Sona) No. 329 CHESNUT St., rear entrance from Minor.

RAILROAD LINES.

W EST CHESTER AND PHILADELPHIA W RALLEGOAD. SUMMER ARRANGEMENT. -Un and after MONDAY, April 18, 1882, Trans will leave as follows:

Leave Paradolphia from the Depot, THIRTY.

PIEST and CRIESLUT Streets, 7:15 A. M. 11 A.

15, 2:30 P. M., 2:35 P. M., 4:56 P. M., 7:15 A. M., 11 P. M.

Leave West chester for Philadepolia from Depot on east Market street, at 6:15 A. M., 7:15 A. M., 7:35 A. M., 7:35 A. M., 185 P. M., 4:09 P. M., 6:58 P. M.

Guard after Monday, June 15, an additional Train will leave Philadepolia for Muchas and Intermediate Points at 5:30 P. M.

Trains Praying West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at R. G. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:5 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at K. G. June 100. The Depot in Philadelphia is reached directly by the Chesnut and a Walnot Street Cara. Those of the blarket Street line run within one square. The cars of both lines connect with each train upon its

cars of food fines connect with each train upon its arrival.

Leave Philadelphia at 800 A. M. and 200 P. M. Leave West Chester at 745 A. M. and 200 P. M. Trains leaving Philadelphia at 745 A. M. and 250 P. M. Trains leaving West Chester at 730 A. M. and 450 P. M., and esting West Chester at 730 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. B. R., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparet only as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dohars unless a special contract is made for the same.

HENRY WOOD, General Supt. Philadelphia, April 1st, 1888.

HOR CAPE MAY VIA WEST JERSEY RAIL-

CAPE MAY VIA WEST JERSEY RAILKOAD.—From foot of MARKET Screet (Upper
Ferry). Commencing SATURDAY, July 18, 1888.
Trains leave as follows for Cape May:—
9 to A. M., Cape May Express, due at 12:25 (noon),
3:15 P. M., Cape May Passenger, due at 7:15 P. M.
4:06 P. M., Fast Express, due at 6:55 P. M.
ERTURNING LEAVE CAPE ISLAND.
6:20 A. M., Morning Mail, due at 16:06 A. M.
9 to A. M., Fast Express, due at 12:07 P. M.
5:06 P. M., Cape May Express, due at 8:22 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:16 P. M. Excursion Tickets, 33.
Cape May Fright trains leave Camden daily at 9:20 A. M., and Cape Island at 5:45 A. M.
Communiction Tickets between Philadelphia and Cape May, at the following rates:—
Annual Tickets, 100; Quartelly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828
Chesmut street (under the Comments at 10tel), where orders can also be left for Baggage, which will be orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company WEST JERSEY RAILROAD LINES.

For Cape May, 200 A. M., 315 P. M., and 4 P. M.

For Cape May, 200 A. M., 315 P. M., and 4 P. M.

Woodbury Accommodation train at 650 P. M. n and Salem Freight Train leaves Camde daily, at 12 (1990n.) Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superlutendent. July 2, 1868.

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE.
MENT. On and atter MONDAY, April 2, 1888, trains
will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at
8:15 A. M., and Oxford at 8 A. M., and leave Oxford at
8:25 P. M.
A Market Train, with Passanger Con-A Market Train, with Passenger Cars attached, will rungon TUESDAYS and FidDAYS, leaving the Rising Sun at 1105 A. M.; Oxford, 1145 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 230 P. M.; runs through to Oxford. Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia at Oxford with Afternoon to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

HENRY WOOD,

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON Trains between Washington Trains between Washington and New York are now run as follows, via.:—
FOR NEW YORK, without change of cars, Leave daily (except Sunday) at 7.45 A, 41., 12.30 and 7 P, M

FOR PHILADELPHIA. Leave daily (except Sunday) at 745 and 12 15 P. M., and 4 20 and 7 P. M. ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train

SLEEPING CARS for New York on daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 34s Fennsylvanis avenue, between Sixth and Seventh streets. See Baitmore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Ag-nt.

225t] GEO S. ROONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH barre, Manshoy City, Mount Carmel, Centralla, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandlise consigned to the above named points.

Goods delivered at the Through Freight Depot, E. L. corner of FRONT and NOBLE Streets, Refore 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

[7 24] ELLIS CLARK, Agent,

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Note; and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

FIRE AND BURGLAR PROOFSAFES

C. L. MAISER. MANUFACTURES OF FIRE AN BURGLAR-PROOF SAFES, LOCK-MITH, BELL-HANGER, AND DEALER
IN BUILDING HARDWARE,
No. 434 RACE Street,

PAINTED PHOTOS.

NEW THING IN ART .-

BERLIN PAINTED PHOTOS. A. S. ROBINSON, No 910 CHESNUT Street,

FLOWERS. They are exquisite gens of art, rivalling in beauty, naturalness of tint, and perfection of form a great variety of the choicest exotic flowering plants. They are mounted on boards of three, sizes, and sold from 25 cents to \$3 and \$4 each.

BERLIN PAINTED PHOTOGRAPHS OF

For framing and the album they are incomparably

Has just received a superb collection of